

CLASSIFICATION

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COUNTRY Germany (Soviet Zone)

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REPORT NO.

TOPIC Brandenburg-Briest Airfield

25X1A

EVALUATION F-3

PLACE OBTAINED [REDACTED]

DATE OF CONTENT 2 to 16 July 1951 25X1A

DATE OBTAINED [REDACTED] DATE PREPARED 9 August 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 10 a.m. and 4 p.m. on 12 July 1951, there was no flying at Brandenburg-Briest airfield except for the take-off by two biplanes. Seventeen MiG-15s were parked on the landing field. (1) Three heavy AA guns were seen in the AA gun emplacement. Passenger car / 3-02-54 and radio truck / 3-06-76 were observed at the field.
2. On 2 July, 14 MiG-15s, including two planes of the alert flight, were parked on the landing field. At 8:15 p.m. these aircraft were on the taxiway. A small red flag was stuck into the ground in front of each plane. One MiG-15 took off at 8:25 p.m. when the red flag was removed. The plane landed at 8:30 p.m. Another MiG-15 took off at 8:37 p.m. and landed at 8:55 p.m. No other flights were made. Between 3 and 5 July, no change in occupation was observed at the field. On 6 July, 20 MiG-15s with red numbers on their noses and no marking on their rudder assemblies were parked on the landing field. Numbers observed included 216, 558, 578, 579, 581, 937, 941, 947, 951, 954, 956, 1128, 1170, and 1178. (2) Plane No 216 had a dark point in front of its number. The following flying was observed:

Aircraft Number	Time of Take-Off	Time of Landing
581	10:35 a.m.	11:06 a.m.
947	10:35 "	11:06 "
1170	10:35 "	11:06 "
579	10:35 "	11:06 "
216	10:36 "	11:12 "
941	11:42 "	12:18 p.m.
1128	11:42 "	12:18 "
951	11:42 "	12:18 "
581	11:42 "	12:18 "
216	11:42 "	12:30 "
937	11:50 "	12:35 "
1178	11:50 "	12:35 "
558	11:50 "	12:35 "
1170	11:50 "	12:35 "
?	12:03 p.m.	

Most of the planes observed had two-man crews. (3)

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No Change In Class.	<input type="checkbox"/>
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3. On 7 and 8 July, 20 MiG-15s, including the two aircraft of the alert flight, were parked on the landing field. Only a few aircraft made local flights between 8 a.m. and 2 p.m. on both days. The occupation of the field was unchanged on 10 July. Aircraft 940 and 663 of the alert flight took off from the field at 8:16 a.m. They landed at 8:55 a.m. On 11 July, 20 aircraft were still parked on the landing field. The two planes of the alert flight took off at 7:30 a.m. and landed at 8:10 a.m. Afterwards, about eight to ten MiG-15s made local flights up to about 2 p.m. Upon landing the aircraft were refueled from tank trucks in front of the flight control building. The occupation of the field was still unchanged on 12 July. Flying was the same as on 11 July. No changes were observed at the field between 13 and 16 July.

4. At 2 p.m. on 16 June, about three or four soldiers were engaged in painting over the numbers and markings on the rudder assemblies of MiG-15s. (4) The numbers on planes seen after that date seemed to have been newly painted. No new markings were seen on the rudder assemblies but the former stripe on the rudder assembly was still slightly visible.

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~~Comments~~

- (1) The airfield is still occupied by a fighter regiment equipped with MiG-15s and some Yak-11s and Po-2s. The latter were used as trainers.
- (2) A total of 16 aircraft numbers of the 500 series, 1 of the 200 series, 7 of the 900 series, and 3 of the 1100 series have been observed. Since the new aircraft numbering system has not been clarified, it cannot be determined which of the aircraft numbers observed belong to the fighter regiment stationed in Brandenburg-Briest.
- (3) The observed flying is normal. The longest flight lasted 48 minutes. The observation indicates that the aircraft are not refueled for short flights only. The type designation of the two-seater MiG-15s whose appearance was observed at various airfields in the Soviet Zone of Germany has not been determined. The plane is probably a version of the MiG-15 used for training purposes, possibly for instrument flying.
- (4) This information confirms the previous assumption that the new numbers have nothing to do with a possible arrival of new planes, but that the old numbers were replaced by new ones.

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